



Il-80 / Il-86VKP - MAXDOME

DATA FOR 2012 (standard update)

Il-80 / Il-86VKP / product 80 / 9A9675 - MAXDOME



Airborne command post / airborne control post of the General Staff of the Armed Forces of the Russian Federation. The aircraft is designed to control the armed forces during a conflict with the use of nuclear weapons. An analogue of this aircraft for its intended purpose is the American Boeing E-4B. Developed by the Ilyushin Design Bureau in the 1980s on the basis of the Il-86 passenger aircraft. It made its maiden flight on May 29, 1985. The fully equipped aircraft made its maiden flight on March 5, 1987 (according to Western data). On July 10, 1991, NPP Polet and the USSR Ministry of Defense signed an agreement to perform R&D work on the development and creation of a unified onboard complex of technical means for the aircraft. It was put into service in 1992. In the same year, it was first photographed by Western photographers. A total of 4 such aircraft were produced - registration numbers USSR-86146, USSR-86147, USSR-86148 and USSR-86149. According to unconfirmed data, aircraft testing was completed in 1995 or 1997. All aircraft were in service with the Separate Aviation Squadron for Control and Relay of the 8th Special Purpose Aviation Division; since 1997, they have been transferred to the newly formed 3rd Aviation Squadron of military unit 22737 (Chkalovsky airfield, State Flight Testing Center, Moscow region). Some sources call the aircraft "Il-87".

On April 15, 1997, the Russian Ministry of Defense signed a contract with the Ilyushin Aircraft Company to perform the R&D work "Development of a preliminary technical project for the modernization of ed. 80 and ed. 82" (Il-80 and Il-82). Apparently, as of 2012, the work to meet the customer's requirements under this contract has not been fully completed.



Landing of Il-80, registration RA-86417, Chkalovsky Air Base, July 2012 (photo by Alexander Shukhov, <http://russianplanes.net/id82030>).

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- Bombers/Strike Aircraft
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Latest comments

Electronic warfare complex K

PPP Wrote:...After all, Donald Coo has enough RTR systems - he was guaranteed to "write"...

[Big Prision](#) 2017-11-01 18:47

Electronic warfare complex K

Altimeter Wrote:...If the reason for absence of the first is known, then Voodoo was not bad...

[Bolshoy Prision](#) 2017-11-01 18:28

Electronic warfare complex K

PPP Wrote:Max Wrote:data on noi use of Khibiny ...There are general rules of counteraction...

[Altimeter](#) 2017-11-01 17:46

Electronic warfare complex K



(C) Alexander Elmenko (photo ID69905) Il-80 / Il-86VKP registration №RA-86147 on takeoff, Chkalovsky Air Base, June 2011 (photo by Alexander Shukhov, <http://russianplanes.net/id69905>).



(C) Oleg Safonov (photo ID20217) Il-80 / Il-86VKP registration №RA-86147 in flight, Lipetsk, 06.05.2010 (photo by Oleg Safonov, <http://russianplanes.net/id20217>).

Author: [DIMMI](#) Created: 12.07.2012 15:50:40 Comments: [18](#) [READ THE FULL ARTICLE](#) →

K-80 / R-4R / R-4T / K-80M - AA-5 ASH

DATA FOR 2012 (in progress)

Missile K-80 / R-4T / R-4R (article 36, IR and radar mod.) - AA-5 ASH

Missile K-80M / R-4TM / R-4RM (article 36M, IR and radar mod.) - AA-5 ASH

★★★

Long-range air-to-air missile of the Tu-28-80 interception complex. Developed in OKB-4 under the supervision of M.R. Bisnovat. The development of the long-range interception complex was specified by the Resolution of the USSR Council of Ministers No. 608-293 of June 6, 1958. The complex was created with the main task of long-range interception of bombers of the alleged enemy in the polar regions over the Arctic Ocean. The range of the missile with a heavy warhead (to ensure guaranteed destruction of targets) was to be 2 times greater than the ranges of the K-7, K-8M and K-9 missiles being developed at that time. The submission of the complex for factory testing was prescribed to be carried out in the first quarter of 1961, and for state testing - by the end of 1961. The requirements for the complex were tightened by the Resolution of the USSR Council of Ministers of July 4, 1959.

The design documentation for the missile was released in 1959. In 1960, the design documentation was revised due to the use of a new power source and a new autopilot, as well as clarification of the requirements for tying the missile to the carrier. To eliminate flutter, the shape of the aerodynamic rudder was changed, the tip of which was beveled with a decrease in the span along the trailing edge. This shape allowed for an almost optimal set of profiles without switching to undesirable small thicknesses on the periphery of the trailing edge.

And a video-schmideo to boot
<https://youtu.be/kOcQ3ru4QUE> pa
fa

[oldstaryi](#) 2017-10-31 20:43

Electronic warfare complex K

In principle, so much has been
written about Khibiny that, thanks
some, it is not entirely...

[oldstaryi](#) 2017-10-31 20:37

Electronic warfare complex K

Photo of the piece of iron itself
[Sierra](#) 2016-09-18 16:10

Electronic warfare complex K

The material, of course, is not
entirely appropriate, but it fits in wi
the discussion here...

[osankin](#) 2014-09-09 12:05

Electronic warfare complex K

PPP Wrote: Moreover - you can't
explain why they are suppressing
Aegis radars at such a low...

[Artist](#) 2014-09-09 00:12

Electronic warfare complex K

Max Wrote: Ok, thanks for the
answer, frankly speaking, not a sin
answer to those...

[Artist](#) 2014-09-08 23:43

Electronic warfare complex K

Max Wrote: data on the non-use o
Khibiny ...There are general rules
counteracting the means...

[PPP](#) 2014-09-05 18:28



Tu-128 with R-4TM/R-4RM - AA-5 ASH missiles (<http://vnfawing.com>).



R-4R - AA-5 ASH missile in the Air Force Museum in Monino (<http://en.valka.cz>).



R-4T - AA-5 ASH missile in the Air Force Museum in Monino (<http://en.valka.cz>).

Author: [DIMMI](#)

Created: 21.01.2009 00:37:42

Comments: 2

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Yak-44E / Yak-44RLD

DATA AS OF 2012 (in progress)

Yak-44E / Yak-44RLD

★★★

Carrier-based airborne early warning and control aircraft (AEW&C). The aircraft was developed by the A.S. Yakovlev Design Bureau in 1979. The aircraft's creation was supervised in different years by A.S. Yakovlev, A.A. Levinskikh, S.A. Yakovlev and A.N. Dondukov, and from January 1991 until the project was closed, the chief designer of the Yak-44 project was V.A. Mitkin. The aircraft's prototype was the American E-2C Hawkeye AEW&C aircraft. By November 1979, the Design Bureau had prepared a technical proposal for the design of an aircraft to be based on land airfields or on the deck of an aircraft carrier. Two versions of the radio-technical complex were considered - "Fakel", with the radar placed inside the fuselage (in the bow and stern) and E-700 with a circular-view antenna on a pylon above the fuselage. In March 1980, at a meeting with the Commander-in-Chief of the USSR Navy S.G. Gorshkov, a decision was made to create a version with the "Fakel" RTK. The second version was selected for further design.

The aircraft was first mentioned in the technical specifications for the development of the Project 11435 from November 1980 as a radar picket aircraft, part of the aircraft carrier air wing. Later, this technical specification was abandoned and, as a result, the aircraft was created for the air wing of the Project 11437 "Ulyanovsk". The airfield-based version was later planned to be delivered to the Air Force.



A souvenir photo after the operational testing of the Yak-44E mock-up on the Tbilisi aircraft carrier, project 11435, September 1990 (<http://forums.airbase.ru>).



The Yak-44E mock-up on the flight deck of the Tbilisi aircraft carrier, project 11435, September 1990 (<http://forums.airbase.ru>).



A full-size mock-up of the Yak-44E AWACS aircraft (<http://militaryphotos.net>).

Author: [DIMMI](#)

Created: 13.06.2012 01:16:39

Comments: [14](#)

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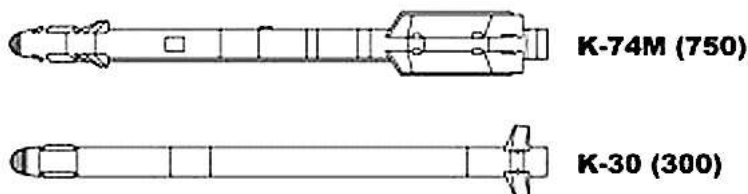
K-30 / K-MD / product 300

DATA AS OF 2012 (in progress)

K-30 / K-MD / "product 300"



Short-range air-to-air missile. Development of the missile was started by the Vympel State Design Bureau in 1986 with the aim of creating the next modification of the R-23 close-range missile (*source - Jane's, Tactical*). As of 2008, work on the missile project was still underway, and perhaps even prototypes were being tested. Completion of the missile's creation was expected in those years by 2013 (*source - Based on materials*). The purpose is close, highly maneuverable air combat and the destruction of attacking air-to-air missiles (*source - Based on materials*). It is planned to place the missile in the internal compartments of the carrier aircraft. In 2002, Ukraine announced plans to create its own missile "611" based on the developments of the Soviet era on the K-30 missile (*source - Jane's*).



Alleged projections of the K-30/K-MD missile next to projections of the K-74M missile (drawing - Petr Butovsky, 2009, [source](#) , processed).



Model of the Ukrainian missile "611", which may have some common features with the K-30 missile (photo - Andrey Fomin, <http://forum.keypublishing.com>).

Author: [DIMMI](#)

Created: 15.07.2012 06:19:18

Comments: [1](#)

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Tu-142 - BEAR-F / BEAR-J

DATA AS OF 2012 (standard replenishment)

Tu-142 / product "VP"- BEAR-F /BEAR-F mod.1

Tu-142 / Tu-142M / product "VPM" - BEAR-F mod.2

Tu-142M / Tu-142MK / product "VPMK" - BEAR-F mod.3
 Tu-142MZ "Zarechye" / product "VPMK-3"- BEAR-F mod.4
 Tu-142MP / Tu-142ME / Tu-142MK-E / Tu-142M4-BEAR-F mod.4
 Tu-142MR "Orel" /product "VPMR"- BEAR-J



Long-range anti-submarine aircraft / maritime patrol aircraft / maritime relay aircraft. The aircraft was developed by Tupolev Design Bureau-156. The main task is to search for and destroy enemy SSBNs in combat patrol areas. As a result of a series of research projects in 1962, it was proposed to use an anti-submarine aircraft with a range twice as large as the Il-38. It was decided to develop the Tu-95PLO aircraft on the basis of the Tu-95RC with the installation of the Berkut weapons system from the Il-38. The creation of the aircraft was started in accordance with the Resolution of the USSR Council of Ministers No. 246-86 of February 8, 1963. The tactical and technical requirements for the aircraft were approved on April 20, 1963. The draft design was accepted on October 9, 1963. It was planned to present the aircraft for testing in early 1966. The first prototype was created on the basis of one of the Tu-95RCs with a new wing and a reduced composition of artillery armament - only the aft artillery mount was left. The aircraft's readiness deadlines were missed, postponed and missed again several times. In 1967, the aircraft was built and on January 17, 1968, at a meeting of the Military-Industrial Commission under the USSR Council of Ministers, a decision was made to prepare three Tu-142s for factory and joint tests in 1968, and to present the aircraft with a weapons system for state joint tests (GSI) in the second quarter of 1968. The first flight of the experimental Tu-142 No. 42-00 was performed on June 18, 1968 (crew of I.K. Vedernikov), the second experimental model No. 42-01 took off on September 3, 1968, and the third model - No. 42-02 on October 31, 1968.



Anti-submarine aircraft Tu-142ME (side No. 312) of the Indian Navy after major repairs, before painting, Beriev Aircraft Company, Taganrog, October 2011 (photo by Nikolay, <http://russianplanes.net>).



Anti-submarine aircraft Tu-142M3 (side No. 55 red) of the Russian Navy, Elizovo airfield, Kamchatka, 03.10.2010 (photo by Valery Petrov, <http://russianplanes.net>).



Anti-submarine aircraft Tu-142M3 side No. 85 factory No. 8601903 of the USSR Navy in the museum at the Zhulyany airfield, Kiev, Ukraine, 07.06.2011 (photo by Mikhey, <http://russianplanes.net>).

Author: [DIMMI](#)

Created: 27.03.2011 22:33:13

Comments: [17](#)

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K-77PD / RVV-AE-PD

DATA FOR 2012 (in progress)

K-77PD / RVV-AE-PD missile



Extended-range air-to-air missile. The development of a ramjet-powered missile based on the [K-77/RVV-AE](#) missile has been underway at GosMKB Vypel since at least the early 1990s. Some sources indicate that the development of an air-to-air missile with a ramjet was started in response to similar work in the West. A model of the missile was first shown at the Farnborough Air Show in 1993. The design of the missile was completed in 1999. A model of the missile was demonstrated at the MAKS-1999 air show. In fact, we do not yet know whether the missile has been tested or not. There is no other information.



Model of the RVV-AE-PD missile at the MAKS-2001 exhibition (photo - A.V. Karpenko, <http://bastion-karpenko.narod.ru/>).

Author: [DIMMI](#)

Created: 15.06.2012 07:50:20

Comments: [6](#)

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An-71 / product 87 - MADCAP

DATA AS OF 2012 (in progress)

An-71 / product 87 - MADCAP



Airborne early warning and control aircraft (AEW&C). After studying the experience of using the E-2C Hawkeye tactical AEW&C aircraft during the 1982 Arab-Israeli War, a decision was made in the same year to develop an operational-tactical AEW&C aircraft. The lead developer is the Kiev Mechanical Plant (KMZ - OKB O.K. Antonov), the lead designer is A.I. Naumenko. The tactical and technical assignment and technical proposal for the creation of the aircraft were formulated in the 4th quarter of 1982. Two versions of the radio-technical complexes were proposed: with a decimeter radar located above the aircraft fuselage and a version with centimeter radars conformally located in the nose and tail sections of the fuselage. Aerodynamic studies were conducted on models of both versions of the radio-technical complex layout. The following variants of the base aircraft were also considered: [An-32](#), [An-12](#), An-72 and a new specially designed aircraft.

By the order of KMZ dated October 1, 1982, A.I. Naumenko was appointed the leading designer of the machine. Later, the leading

designers were appointed in the following areas: S.P. Fedin - radio-electronic equipment; S.A. Fil - for flight tests, E.A. Sholomitsky - for air conditioning and cooling systems. General management was carried out by P.V. Balabuev (since 1984 - General Designer of OKB O.K. Antonov).



In flight, the first flight prototype of the An-71 reg.№780151 (photo - Yu.V.Brodovsky, "Aviation and Time" №5 / 1995, <http://crimso.msk.ru>).



In flight, the first flight prototype of the An-71 reg.№780151 (<http://militaryphotos.net>).

Author: [DIMMI](#)

Created: 10.06.2012 07:12:26

Comments: [3](#)

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M-50 - BOUNDER

ADDITION REQUIRED (data for 1997)

M-50 - BOUNDER

M-52

Experimental heavy supersonic bomber designed by V.M. Myasishchev Design Bureau. R&D - from 1954-56. First flight of the M-50 prototype - October 27, 1959 (pilots N.I. Goryainov and A.S. Lipko). The second prototype M-52 was built in 1959-1960, but did not fly (it was dismantled for scrap metal in the late 1970s).



Bomber M-50 BOUNDER at the Air Force Museum in Monino, 05/09/1996 (photo - Valery Savelyev, <http://russianplanes.net/>).

Author: [DMMI](#)

Created: 30.08.2009 13:44:07

Comments: [40](#)

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K-5 / RS-1U - AA-1 ALKALI

DATA AS OF 2012 (in progress)

S-1U system, K-5 / RS-1U missile / "article SHM" / "article M" - AA-1 ALKALI / AA-1mod1 The first Soviet air-to-air guided missile adopted for service / "first guided rocket". Development of the air-to-air missile weapon system was started by KB-1 of the Third Main Directorate under the USSR Council of Ministers in 1951. The development was officially assigned by Resolution of the USSR Council of Ministers No. 1587-590 dated April 1, 1952. The weapon system was immediately designed for installation on a MiG-15 / MiG-17 class fighter with 4 launchers, which was supposed to ensure an acceptable probability of hitting an air target. The development of the missile was carried out in Department No. 32 of KB-1 under the supervision of [D. L. Tomashevich](#) . The missile was assigned the index "product SHM" (according to the legend - "SH-Small" in contrast to the anti-aircraft "SH-Big"). On July 18, 1952, by order of the USSR Ministry of Aviation Industry, the Gorky branch of OKB-155 (MiG) was tasked with the conversion of three MiG-17P fighters into SP-6 missile carriers by the end of the summer of 1952. In addition to the three Gorky SP-6, two more aircraft were produced on time by Plant No. 153 in Novosibirsk. But missile testing did not begin until 1953. In early summer 1953, ground-based drop tests of the "product SHM" missile prototypes - B-89 - began. At the same time, static tests of "product SHM" were completed. By the end of the summer of 1953, the production of prototypes of the "Product SHM" missiles for autonomous flight tests (without a guidance system) - B-140 - began. A group of Il-28 photo aircraft was prepared to conduct flight tests. On October 8, 1953, the first autonomous launch of the "Product SHM" was performed from a MiG-17P / SP-6 carrier. The test was conducted in the area of the Vladimirovka proving ground (Astrakhan Region). The missile made a relatively straight flight. The first series of tests included a series of launches - with intervals of three to four days, four more were carried out (five in total). The launches were carried out from a MiG-17P / SP-6 by test pilots Konstantin Kokkinaki and Viktor Zavadskiy.

★★★★



RS-1U missile in flight. Drawing from the technical description of the missile, 1955 (Korovin V., Fakel Missiles. Moscow, MKB Fakel, 2003).



MiG-17PFU with RS-1U missiles (Korovin V., Fakel Missiles. Moscow, MKB Fakel, 2003).



The RS-1U/K-5 missile at the USSR Air Force Museum in Monino (Flieger Jahrbuch 1979, Berlin, 1978, GDR).

Author: [DIMMI](#)

Created: 30.04.2012 11:13:23

Comments: [1](#)

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K-25 / R-25

DATA AS OF 2012 (standard replenishment)

K-25 / R-25 / "article 370" missile

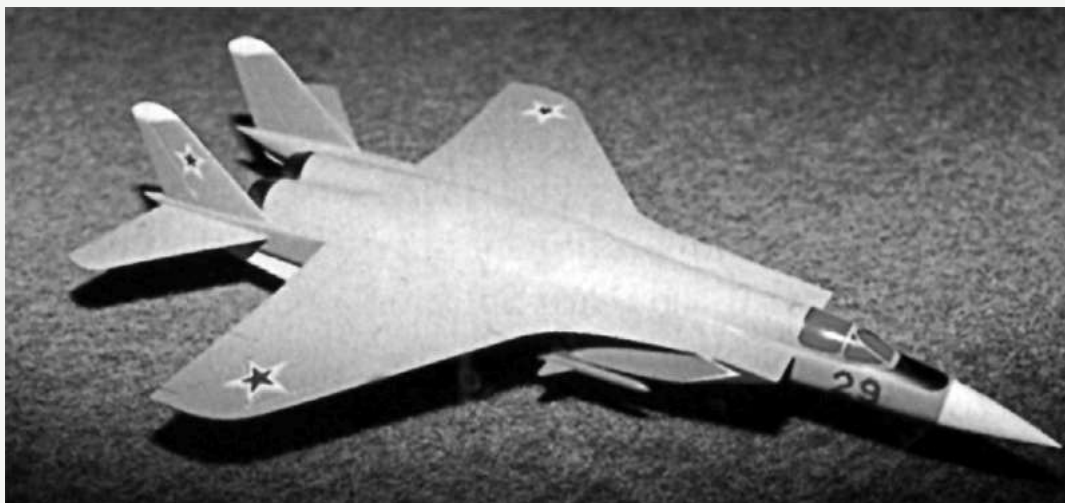
★★★

Long-range air-to-air missile. The missile was developed based on the captured AIM-7E Sparrow missile by the Design Bureau of Plant No. 134 (OKB-134, now MKB Vypel), chief designer - V. T. Korsakov. The trophy was delivered to the USSR in good condition from Vietnam, where it was removed from an F-4 Phantom aircraft that sank at a shallow depth near Haiphong. Missiles from other downed American aircraft were also delivered to the USSR. In the second half of 1966, work began on reproducing a sample of the American missile. The official start of the work on copying the medium-range missile for the MiG-23 fighter's weapons system was given by the Resolution of the USSR Council of Ministers dated November 13, 1967. At the first stage of development, domestic analogues were used instead of some of the original materials, which did not ensure the operability of some of the systems and units.

In 1970, after the completion of the autonomous development of [the K-23](#), the MiG-21PF experimental aircraft (serial No. 12-03) was re-equipped for the K-25 missile (E-7 with K-25). The APU-25-11 launcher was installed on the aircraft, but in 1970, due to the unavailability of the engine and steering gear, the tests of the K-25 missile never began. In 1971, the MiG-21PF was again prepared for autonomous testing of the K-25, and the re-equipment of two MiG-23M aircraft (serial numbers 06-06 and 06-07) with the installation of the APU-25-23M began.



The K-25 missile in the center in the background in the GosNIIAS museum, 2007 (photo - Evgeny Erokhin, <http://www.missiles.ru>).



Model of the MiG-29 preliminary design from 1972 with K-25 missiles (Yakubovich N.V. MiG-29. The "invisible" fighter. Moscow, Yauza, EKSMO, 2010).

Author: [DIMMI](#)

Created: 22,05,2012 18:57:38

Comments: 2

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K-7 / K-75

DATA AS OF 2012 (standard replenishment)

K-7 Rocket
K-75 Rocket

★★★

An experimental air-to-air missile. The development of the missile was assigned by the Resolution of the Council of Ministers of the USSR dated December 30, 1954 and was carried out by the Design Bureau of Plant No. 134 (OKB-134, now the Vypel Design Bureau), chief designer I. I. Toropov. Initially, the missile was designed to arm the T-3 interceptor of the P. O. Sukhoi Design Bureau. The first missile developed according to the project was the K-7L with radar beam guidance and a more powerful warhead than the K-5 , to minimize the shortcomings in guidance accuracy. Due to the choice of the already widespread radar beam guidance system, the development of the K-7L progressed significantly faster than other missile variants.

In 1956, the Yak-25 carrier aircraft (serial No. 01-09) was re-equipped and underwent factory tests. The aircraft was equipped with a mock-up of the Almaz radar. In 1956, the aircraft launched beam-guided K-7L missiles, and in 1957, tests were continued. In total, 99 flights were performed in two years, and 38 K-7L missiles were launched.

A smaller version of the K-7L missile for testing the guidance system and equipment, the K-75, entered testing before its full-size counterpart. The missile was guided to the target by the Izumrud-2 radar, similar to the K-5 missile . Launches of K-75 missiles began in 1956 from converted Yak-25K carrier aircraft (serial numbers 16-08 and 18-08). From March 5 to June 10, the Yak-25K (serial number 16-08) with the upgraded Izumrud radar performed 23 flights and conducted three missile launches at altitudes of 5 and 12 km. The K-75 missile did not have a noticeable advantage over the technologically more preferable K-5M - a modernized K-5. In November 1957, the Yak-25K (serial number 16-08) was returned to the Air Force Flight Research Institute and re-equipped for testing TRS-85 unguided aircraft missiles.

By the end of September 1958, 25 K-7 missile launches were conducted from MiG-19 / SM-6 aircraft (plant numbers 2100101 and 2100102 - the same ones used in testing the K-6 missile). The correctness of the main technical solutions incorporated into the missile was confirmed. The test results also confirmed the possibility of using missiles from T-3 and Yak-25 carriers. The unavailability of the main carrier, the T-3, did not allow joint tests to begin, and already in 1957 the T-3 developers began to lean toward switching to the more promising homing missile K-8 , which was being developed in OKB-4 M.R. Bisnovata.

In addition to missiles with radar beam guidance, work was also carried out on K-7 variants with K-7S-3 semi-active radar guidance and K-7ST with IR homing head. The preliminary design and working design documentation for the K-7S-3 missile were released in 1957, and its testing began in 1958. In addition to the T-3 prototype, the Yak-25 carrier (serial No. 02-21) was used in the testing. As a result, out of 38 planned launches from the T-3 and Yak-25, only 1 launch from the Yak-25 was carried out. Also in 1958, 3 test launches of K-7ST missiles with thermal homing heads developed by OKB-393 and NII-10 were carried out. Also, according to the Decree of the Council of Ministers of the USSR of March 7, 1957, for arming the E-150 interceptor (2 missiles) with the Uragan-56 radar, the development of another version of the K-7 missile began - the K-70 missile with a homing head developed by OKB-287.

In 1958, in connection with the successful testing of the more universal homing missile K-8 , as well as in connection with the task of OKB-134 to copy the Sidewinder missile (K-13), the development of the K-7 family of missiles was terminated.



Experimental interceptor T-3 with missiles K-7L (Pavlov V. Supersonic trumpets of the "all-Union orchestra" of air defense. // Aviation and Time. No. 6 / 1998, <http://crimso.msk.ru>).



Missile K-7L under the wing of Yak-25K (Gordon E. Large family. // Aviation and Time. No. 6 / 1997, <http://crimso.msk.ru>).

Author: [DIMMI](#)

Created: 16.01.2009 23:28:41

Comments: 4

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K-5R / K-50

DATA AS OF 2012 (standard replenishment)

K-5R / K-50 Missile



High-altitude long-range air-to-air missile (project). The development of the missile for the prospective interceptor of the MiG E-158 was carried out by OKB-4. The preliminary design of the missile was presented in June 1966. Later, the development of a missile for a similar purpose was started by the Vypel Design Bureau ([K-33](#)).

Author: [DIMMI](#)

Created: 22.05.2012 18:49:14

Comments: 1

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K-60 (first)

DATA AS OF 2012 (standard replenishment)

K-60 missile / "article 711"



Long-range air-to-air missile (project). Development was carried out by the Design Bureau of Plant No. 134 (OKB-134, now MKB Vypel) for arming the Tu-138-60 interceptor complex with the Tu-138 aircraft with the Smerch-A radar. Development was carried out in the early 1960s. The project did not go beyond preliminary design.

Author: [DIMMI](#)

Created: 22.05.2012 00:39:01

Comments: 1

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K-44

DATA AS OF 2012 (standard replenishment)

K-44 missile / "article 48"



Long-range air-to-air missile (project). Development was carried out by the Design Bureau of Plant No. 134 (OKB-134, now - MKB "Vypel"). In 1964-1965, a preliminary design for a high-altitude missile for an interception complex based on the Tu-148 was prepared. Work on the project was discontinued because high-altitude targets could be successfully intercepted by [R-40](#) the [MiG-25P](#) interceptor.

Author: [DIMMI](#)

Created: 22.05.2012 00:31:25

Comments: 1

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K-100

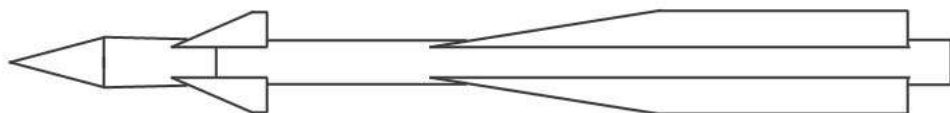
DATA AS OF 2012 (standard replenishment)

K-100 missile / "article 52"

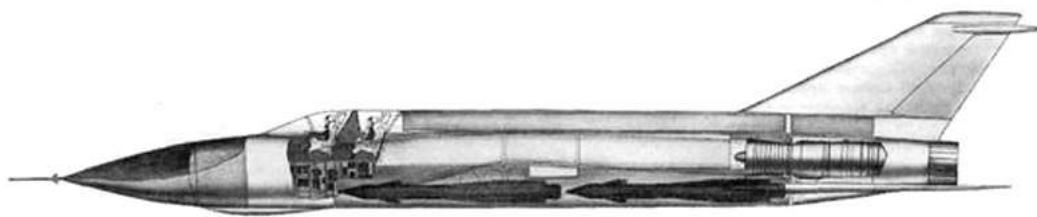


Long-range air-to-air missile (project). Development was carried out by the Design Bureau of Plant No. 134 (OKB-134, now - MKB "Vypel"). In the early 1960s, A.N. Tupolev's OKB-156 was working on a project for the Tu-28-100 interception system with K-100 missiles and the Groza-100 radar. In late 1962, work was also underway on a project for a modernized Tu-28 - the Tu-28A / "128A" interceptor with new air intakes (Tu-28A-100 interception system, development was curtailed in 1968). Since 1964, the missile was also developed for the Tu-138 long-range interceptor armament complex with the Groza radar (the second version of the armament complex - K-60 missiles and

Smerch-A radar). In 1965, a preliminary design for the Tu-148-100 interception complex with the Smerch-100 radar and K-100 missiles was developed. By the end of the 1960s, the interception complex with the Tu-148 aircraft was reoriented to the K-33 and the Zaslon radar.



K-100 missile, reconstruction (c) <http://militaryrussia.ru>



Tu-148 with K-100 missiles, drawing from the draft design (Rigmant V. Tupolev's long-range supersonic loitering interceptor fighters. // Aviation and Cosmonautics. No. 9 / 2001).

Author: [DIMMI](#)

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Storm (project)

DATA AS OF 2010 (standard update)

Burya Missile (project)



Experimental missile (project). Developed in 1950 by OKB-301 of General Designer S.A. Lavochkin for arming the La-200 aircraft. Development was stopped at the design stage in 1952-1953.

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K-15

DATA AS OF 2010 (standard replenishment)

K-15 missile / product 275 / and product 275A

Products 277, 279, 280



An experimental air-to-air missile. It was developed starting in 1953 in accordance with the Resolution of the USSR Council of Ministers of November 1953 to arm the La-250 aircraft by OKB-301 General Designer S.A. Lavochkin. The La-250 and the K-15 missile were part of the La-250-K-15 air defense system. The K-15 missile was designed in the same design bureau using the developments of the first domestic air-to-air missile G-300. In some documents, the missiles are called "product 275", etc. The redesign of the aircraft from La-250 to La-250A due to the incompleteness of the engines necessitated the redesign of the radar and missiles (from 275 to 275A). The draft design of the 275A missile system was approved in early 1956. Missile testing began in 1958 on the La-250A-P experimental fighter. Forty 275A missiles were mass-produced for testing by July 31, 1958 (apparently by the OKB-301 plant).

Testing of the 275A missiles began at the 6th Air Force Research Institute testing ground in the summer of 1959 (10 launches from a ground-based launcher). Launches may have also been made from the La-250A (the fourth experimental aircraft). Development of the K-15 system was terminated in July 1959. The default data for the 275 and 275A missiles.



La-250 with 275A missiles (processed photo of a model from the S.A. Lavochkin Scientific and Production Association museum).

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K-9-51 / PR-38

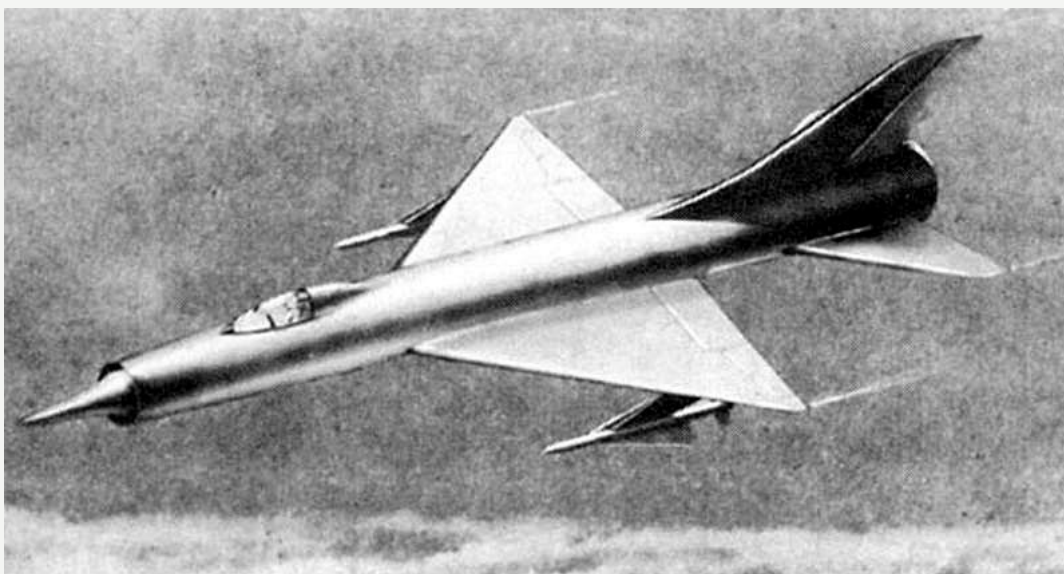
DATA AS OF 2012 (standard replenishment)

K-9-31 / PR-38 / R-38 Missile Experimental air-to-air missile. Development of the missile design was initiated for the P-1 interceptor by the Resolution of the USSR Council of Ministers dated 17.08.1956. However, full-fledged design of the missile with a radar homing head was specified by the Resolution of the USSR Council of Ministers dated 04.04.1958. It was planned to complete the design of the missile in April 1959, complete the construction of prototypes in July 1960, and begin testing the missiles in March 1961. Development of the missile was carried out by OKB-51 P.O. Sukhoi (K-9-51 missile, T-37 aircraft). Development of the weapons system (K-9 missiles and radar) began on the T-47-6 experimental aircraft. In February 1960, missiles were being manufactured for testing, and the assembly of the first flying prototype of the T-37 interceptor was being completed. But on February 5, 1960, the USSR Council of Ministers issued a Resolution stopping all work on the interception complex with K-9-51 missiles and the T-37 aircraft. The missiles produced were transferred to educational institutions as teaching aids.





K-9-51/PR-38 missile in the laboratory of Department 602 of MAI, 1997 (photo - Evgeny Erokhin, <http://www.missiles.ru>).



T-37 interceptor with K-9-51 missiles, drawing from the preliminary design (<http://www.airwar.ru>).

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K-8M-8 / K-88

DATA AS OF 2012 (standard replenishment)

Missile K-8M-8 / K-88 "Malyutka"

★★★

Experimental short-range missile. Development of the missile with the Malyutka IR seeker was started by OKB-4 M.R. Bisnovata in 1958 and formalized by the order of the State Committee for Aviation Technology No. 453 of November 12, 1959. It was supposed to create a small-sized missile using the developments of the K-8 medium-range missile with the Malyutka IR seeker, which was being developed for a domestic copy of the Sidewinder missile. Initially, the K-8M-8 missile was developed for the SM-12PM interceptor armament system. By the end of 1959, 16 K-8M-8 missiles had been manufactured and target tests had begun to test the missile's seeker. In 1960, 10 missile launches were conducted from the SM-12PM carrier (plant No. 66210101, according to other data 66210102), including three missiles with a thermal seeker at a PM-8 parachute target. The results of the target flybys confirmed the possibility of capturing a MiG-19 type target using automatic tracking of the missile's seeker when flying at an altitude of 3,000 m at a range of 4 km. At an altitude of 10 km, the capture range of a MiG-19 type target tripled, and a Tu-16 type target was taken on automatic tracking at a distance of 15 km.

In 1961, a version of the missile with a radar seeker was developed, but no work was carried out on this version. After work on the SM-12PM interceptor project was terminated, development of the missile was reoriented to the Su-9 carrier. The missile became known as the K-88 or "Baby". Beginning in March 1962, 8 launches of combat missiles were carried out at MiG-15 target aircraft. Premature activation of the NOV-88 non-contact optical fuse by a stream of heated gases escaping from the engine of the target aircraft was detected. The fuse was modified by the end of the year and during tests in Vladimirovka, three missiles were fired upon from Su-9 aircraft. In 1963, joint tests were completed with the successful launches of two missiles at an altitude of 1000 m, after which the Su-9-51-88 complex was recommended for adoption into service.

A draft of the corresponding Resolution of the USSR Council of Ministers was prepared for the adoption of the missile into service with the Air Force, but its approval was suspended pending completion of work by the Design Bureau of Plant No. 455 on the K-55 missile, which was technologically close to the mass-produced K-51 missile. As a result, the K-55 missile was launched into serial production. The MiG-21F-88 weapons system with K-88 missiles also remained unimplemented.



The K-88 rocket is third from the bottom in the GosNIIAS museum, 2007 (photo - Evgeny Erokhin, <http://www.missiles.ru>).

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K-6 / K-6V

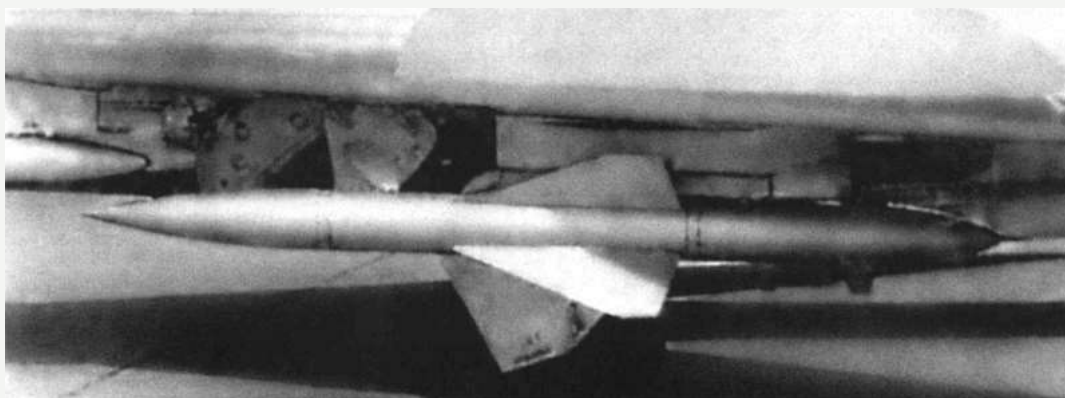
DATA AS OF 2012 (standard replenishment)

K-6 / K-6V missile (high-altitude)

★★★

Experimental air-to-air missile. Design of a missile for the MiG I-3 OKB interceptor aircraft with the Almaz-3 radar was assigned to OKB-2 (later - MKB Fakel, general designer - P.D. Grushin) by the Resolution of the USSR Council of Ministers of December 1954. The preliminary design of the missile was released in May 1955. Bench tests of the missile began in the fall of 1955. By February 1956, the design was finalized - the design of the solid propellant rocket motor nozzles was changed - they became similar to the design of the K-5 missile engine. In 1956, successful throw and autonomous (without a guidance system, with an autopilot) launches of the missile with a modified engine were carried out. Autonomous tests of the missile were conducted from May to December 1956 on a regular MiG-19 (plant number 59210549), without a radar. The same MiG-19 was used to launch 10 missiles with a rotating wing. At the same time, two all-weather SM-6 interceptors (plant numbers 2100101 and 2100102) were prepared in 1956. Since February 1956, the Almaz-3 radar was tested on SM-6 aircraft. Aircraft #2100101 carried out 25 launches of K-6 missiles of various modifications during 1956.

By the Resolution of the USSR Council of Ministers of August 23, 1956, OKB-2 was ordered to create a high-altitude modification of the K-6 missile capable of hitting targets at altitudes of up to 22,000-25,000 m. The main reason for this assignment was the flights of U-2 reconnaissance aircraft over the country's territory. The T-3 interceptor was supposed to be the main carrier of the K-6V missile. The preliminary design of the K-6V was released in April 1957. By the Resolution of the USSR Council of Ministers of March 7, 1957, the 57% complete I-7 interceptor was redesigned as the I-75 modification with a new Uragan-5 radar with K-6V missiles. The same Resolution proposed to arm the promising E-150 interceptor with K-6V missiles. By the decision of the Military-Industrial Complex under the USSR Council of Ministers No. 12 of March 3, 1958, work on the K-6 missile was terminated in the interests of the accelerated creation of the K-6V missile. The first stage of K-6V testing was supposed to be carried out on the MiG-19 / SM-6 (plant No. 2100101) with subsequent transition to testing on the T-3 aircraft (PT-8-4 variant). In April 1958, the first batch of K-6V missiles arrived at the Vladimirovka testing ground for autonomous flight tests, and were almost immediately sent back to OKB-2. This was caused by the fact that on April 16, 1958, the USSR Council of Ministers issued a Resolution on the termination of work on the K-6 and K-6V missiles. The manufactured missiles were later used as teaching aids in the educational institutions of the USSR Air Force.



K-6 missile under MiG-19 (Korovin V., "Fakel" missiles. Moscow, MKB "Fakel", 2003).



K-6V missile in the MKB "Fakel" museum (Korovin V., "Fakel" missiles, Moscow, MKB "Fakel", 2003).

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